

AMENDMENTS TO THE CLAIMS

The following listing of claims will replace all prior versions and listings of claims in the application.

LISTING OF CLAIMS

1-22 (Cancelled)

23. (New) A seat-recliner assembly for adjusting the angular position of a seat back relative to a seat bottom, said recliner assembly comprising:

a drive assembly;

a driven assembly;

a transmission assembly operably connecting said drive and driven assemblies;

and

an inertia increasing coupling linking said drive assembly and said transmission assembly and including a first member and a second member, said first and second members associated for a driving relationship and a non-driving relationship, said non-driving relationship increasing inertia in said drive assembly prior to driving said transmission assembly in said driving relationship.

24. (New) The seat-recliner assembly of claim 23, wherein said first member has a radial arm appending therefrom, said second member has a longitudinal arm appending therefrom, and one of said first and second members is connected to said drive assembly and the other of said first and second members is connected to said transmission assembly.

25. (New) The seat-recliner assembly of claim 24, wherein said radial and longitudinal arms are moveable relative each other along a common circular path, and relative motion of said longitudinal and radial arms causes said driving and non-driving relationships.

26. (New) The seat-recliner assembly of claim 24, wherein said first and second members have a generally cylindrical geometry and said radial and longitudinal arms have a generally arched geometry.

27. (New) The seat-recliner assembly of claim 24, wherein said second member includes a collar attached to a distal end of said longitudinal arm, said collar receiving said first member for maintaining alignment of said first and second members.

28. (New) The seat-recliner assembly of claim 24, wherein said first member includes an alignment pin and said second member includes an alignment cavity for receiving said alignment pin.

29. (New) The seat-recliner of claim 24, wherein said first member includes a plurality of radial arms and said second member includes a plurality of longitudinal arms.

30. (New) The seat-recliner assembly of claim 23, wherein said drive assembly includes an actuator and an actuator cable.

31. (New) The seat-recliner assembly of claim 30, wherein said actuator includes a bi-directional electric motor.

32. (New) The seat-recliner assembly of claim 23, wherein said transmission assembly includes a rotary seat-recliner assembly.

33. (New) The seat-recliner assembly of claim 32, wherein said transmission assembly includes a drive shaft and a gear train operably connecting said drive shaft to said driven assembly.

34. (New) The seat-recliner assembly of claim 33, wherein said inertia increasing coupling is disposed between said actuator cable and said drive shaft.

35. (New) The seat-recliner assembly of claim 23, wherein said coupling includes a housing for enclosing at least a portion of said first and second members.

36. (New) A vehicle seat comprising:
a seat bottom;
a seat back coupled to said seat bottom and capable of pivotal adjustment relative to said seat bottom;
a seat-recliner assembly for adjusting the angle of said seat back relative to said seat bottom, said recliner assembly including:
a drive assembly;

a driven assembly;

a transmission assembly operably connecting said drive and driven assemblies; and

an inertia increasing coupling disposed between said drive assembly and said transmission assembly and including a first member and a second member, said first and second members associated for a driving relationship and a non-driving relationship, said non-driving relationship increasing inertia in said drive assembly prior to driving said transmission assembly.

37. (New) The vehicle seat of claim 36, wherein said first member has a radial arm appending therefrom, said second member has a longitudinal arm appending therefrom, and one of said first and second members is connected to said drive assembly and the other of said first and second members is connected to said transmission assembly.

38. (New) The vehicle seat of claim 37, wherein said radial and longitudinal arms are moveable relative each other along a common circular path, and relative motion of said longitudinal and radial arms causes said driving and non-driving relationships.

39. (New) The vehicle seat of claim 37, wherein said first and second members have a generally cylindrical geometry and said radial and longitudinal arms have a generally arched geometry.

40. (New) The vehicle seat of claim 37, wherein said second member includes a collar attached at a distal end of said longitudinal arm, said collar receiving said first member for maintaining alignment of said first and second members.

41. (New) The vehicle seat of claim 36, wherein said first member includes an alignment pin and said second member includes an alignment cavity for receiving said alignment pin.

42. (New) The vehicle seat of claim 36, wherein said first member includes a plurality of radial arms and said second member includes a plurality of longitudinal arms.

43. (New) The vehicle seat of claim 36, wherein said drive assembly includes an actuator and an actuator cable.

44. (New) The vehicle seat of claim 43, wherein said actuator includes a bi-directional electric motor.

45. (New) The vehicle seat of claim 36, wherein said transmission assembly includes a rotary seat-recliner assembly.

46. (New) The vehicle seat of claim 45, wherein said transmission assembly includes a drive shaft and a gear train operably connecting said drive shaft to said driven assembly.

47. (New) The vehicle seat of claim 46, wherein said inertia increasing coupling is disposed between said actuator cable and said drive shaft.

48. (New) The vehicle seat of claim 36, wherein said coupling includes a housing enclosing at least a portion of said first and second members.